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The West

The Chicago & North-Western Rail-

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the trans-Missouri region and the

Pacific Coast.

peclares That He's Being Made a Target of a Movement of Selfishness and Greed-Effort to Show That His Company Was Insolvent When Acquired.

Lewis Nixon, who testified for the complaining bendholders in the United States inbuilding case, had to submit to a bitter cross examination by Lawyer W. D. Guthrie, representing the defendant company, when the hearing was resumed yesterday in lawyer Untermyer's office.

Mr. Nixon's cross examination lasted practically all day, and it so provoked Mr. Nixon that in the afternoon he got up and, with a flush on his cheeks and anger in his voice, made an attack on Mr. Guthrie for the way in which he had been treated. Mr. Schwab and Max Pam were interested

Mr. Guthrie, at the beginning of the morning session, went into the affairs of Mr. Nixon's own company, the Crescent Spipyards, apparently trying to show that the company was insolvent when it entered the combination. Mr. Untermyer remarked that this, the complainants contended, was the condition of practically all the constituent companies

Mr. Nixon admitted that the company had little working capital save his own talent, and Mr. Guthrie asked if it were not true that when the company was sold it had a deficit of more than \$100,000 instead of a surplus. Mr. Nixon said that he did not know that there was a deficit and that the company anyway had large prospective profits, much of which, however, disap-

peared.
"Is it not true," asked Mr. Guthrie, "that at the time of the sale there was only \$356 cash on hand and not \$128,756 as the books

Mr. Nixon said that the books were right Mr. Nixon said that the books were right, but admitted that they showed that the company was conducted at a loss of \$85,000 the first year of the combination and that the current assets had shrunk by \$700,000.

After recess Mr. Nixon said he wanted to make a statement. Addressing himself directly to Mr. Guthrie, he said:

"When you started in with this outrageous line of inquiry into my personal affairs, I intended to ask that personal counsels have to advise me as to my answers.

I intended to ask that personal volumes be here to advise me as to my answers; but I felt that it would have seemed a sign of weakness. I've known for a long time that in this movement of relishness and greed I should be the target. If it is a directly for a man to have worked up a signal of the start of the second of the shipward from nothing, for a man to have hull 100 ships—and you don't know what it means to build 100 ships—then I stand a edited man.

You have seen fit to ask me in regard the cash of my company. You and Mr. to the cash of my company. You and Mr. Pam have been burrowing among the figures recently, so you must knew all about them, whereas I have stated them from memory only. There was a sum of money on its way from Mexico which was put down as cash, instead of cash receivable."

Mr. Guthrie m ved to strike out all that Mr. Guthrie m ved to strike out all that Mr. Nixon had said and went on with his questioning. Mr. Nixon said that he had had no hand in drawing up the published prospectus, and that he did not believe in puring down estimated profits as actual profits. As was done. The witness said that John W. Young, the promoter, had estimates of future earnings from the owners of the subsidiary concerns, and that the witness got him to knock off 25 per cent, in order to be conservative. Among the estimates were \$500,000 for the Bath Iron Works, \$300,000 for the Eastern Shipbuilding Company and \$100,000 for the Crescent yards, which didn't make anything afterward.

office of Stuvyesant Fish asked him what he was going to do about them.

Mr. Guthrie asked a lot of questions about a letter which the witness wrote to Mr. Livingston on Aug. 27, 1902, when the trust company was trying to sell the honds with poor results. It was on the condition of the constituent concerns. Mr. Nixon said that they had been valued by "eminent experts" and fixed \$10,000,000 as the value of the Union Iron Works. \$1,500,000 for the Crescent yards, Hyde Windlass and Moore companies. \$1,000,000 for the Eastern Shipbuilding Company and \$2,050,000 for the Harlan & Hollingsworth Company. In most cases the "eminent experts," as Mr. Guthan & Hollingsworth Company. In these cases the "eminent experts," as Mr. Guthele got Mr. Nixon to admit, "were the venders of the plants themselves."

desi of the plants the meelves."

Mr. Nixon did not know whether any stocks or bonds had been sold under the agreement with Harris, Gates & Co. for Mr. Schwab and J. P. Morgan & Co. He said he hadn't sold any of his bonds until lest July, when he sold some at a great sectified because he had to have money. Mr. Nixon admitted that after asking that the Bethlehem company pay a dividend to the Shipvard's company he had, as a Bethlehem director, approved a resolution declaring director, approved a resolution declaring that a dividend could not be paid. Mr. Nixon said that his opposition would have

heen useless.

Mr. Nixon told of a trip of inspection to the Bethlehem works made by a party consisting of himself, Mr. Schwab, several directors of the Bethlehem company and Corey and Messers Dixon and Gayley the United States Steel Corporation. Untermyer wanted to know why the United States Steel people had been invited when the Carnegie company is a competitor of the Bethlehem concern. Mr. Nixon said they were not unfriendly and it was to get The case was adjourned to to-day.

## COTTON OIL DIVIDEND 4 P. C.

On Common-4 Per Cent. and 2 Per Cent Extra Paid for Year Just Ended.

The directors of the American Cotton Oil Company declared yesterday a dividend of 4 per cent, on the common and 3 per cent. on the preferred shares of the company This is the regular semi-annual dividend on the preferred stock, but the dividend on the common shares, 2 per cent. of which is payable on Dec. 1, 1903, and 2 per cent. on June 1, 1904, is a reduction of 2 per cent. compared with the last fiscal year, when a per cent was paid.

oper cent. was paid.

It was stated that the dividend on the common stock was reduced because the earnings of the company were considerably less than they were a year ago. For the year ended Aug. 31 it was said the surplus carnings, after interest on bonds and dividend on preferred stock, amounted to about \$900,000, or 4½ per cent. on the common. On the common stock 3 per cent. was paid in 1898, 4 per cent. in 1890, 3½ per cent. in 1900, 2 per cent. in 1901 and 4 per cent in 1902. An additional 2 per cent. was paid just 1 1903, making 5 per cent. for the 1902. An additional 2 per cent. for the

TWO BRIDGE BIDS THIS TIME. Milliken Bros. Appear as Competitors With Pennsylvania Steel Co.

The re-advertised bids for the contract to construct the steel superstructure of the Blackwell's Island bridge were opened yesterday in the office of the Bridge Com-missioner. Last time the Pennsylvania Steel Company, which offered to do the work for \$1.295,514, was the only bidder. Suspecting that this single bid was the outcome of an understanding among the steel companies, Commissioner Lindenthal refused to make an award and threatened to go on advertising for propagals until relused to make an award and threatened to go on advertising for proposals until he was satisfied that there was genuine competition. Yesterday there were two bidders, the Pennsylvania Steel Company and Milliken Bros. The Pennsylvania company submitted a reduced bid of \$5,182,-985, while the Milliken proposal was \$5,188,-850. No action was taken on the bids.

CALL MONEY AT 4 PER CENT. STEEL BILLETS \$4 A TON LOWER Recession Later.

Currency transfers by telegraph to the West and South through the United States West and South through the United States Sub-Treasury amounted yesterday to \$700,000, of which \$250,000 went to New Orleans, \$250,000 to St. Louis and \$200,000 to Chicago. On the New York Stock Exchange there was a little flurry late in the day in call money rates, but it did not amount to much. In the morning about \$7,000,000 was loaned on the Exchange by H. P. Frothingham at 4 per cent. In the afternoon the Illinois Trust and Savings Bank and the Fourth Street National Bank of Philadelphia were among the lenders, lending each \$500,000 at 4½ per cent. lenders, lending each \$500,000 at 41/2 per cent.

GOSSIP OF WALL STREET.

Sentiment in Wall Street after the close of business last night was rather despondent. Some brokers reported that they had seen buying that was much better than the selling, but the inclination of the trading element was to dwell upon the selling and make the worst of it. Commission house opinions were cheerless as a rule, making a great mystery of the sources of the day's liquida-tion and insisting that it looked significant. In the excitement incident to the violent decline of the Steel shares a lot of what looked like first class buying was slightly heeded or overlooked altogether, not only in the rail-road list, but in the Steel stocks as well. Brokers who had been urging clients to wait for a reaction on which to buy stocks were reluctant to encourage buying on yesterday's decline, developments in the Steel stocks upsetting their calculations.

It was asserted yesterday that the Weil crowd was active on the short side of the market, with a respectable following behind it. The more aggressive work, however, was attributed to a Western clique that is supposed to have been short of the market for some time. This crowd was reported to have covered a large line of Steel preferred on the decline, besides getting back various amounts of other stocks, notably Atchison. Another coterie of lesser importance was thought to be covering short contracts in Pennsylvania with a good deal of industry. Nothing could have been better calculated to depress general sentiment, as more than one critic pointed out, than an attack on the Steel stocks.

Although urgent liquidation in the United States Steel stocks, especially the preferred, from sources unknown was too apparent to be denied, manipulation on a large scale was equally conspicuous. It was reported last week that the bear party would attack Steel preferred immediately after the election Information to that effect was so available on Saturday as to excite general scepticism. The distribution of selling or ders on Wednesday was suggestive of professional operations, and the Street was not unprepared for the aggressive tactics pursued yesterday. The preferred stock had a volume of more than 140,000 shares, which would be enough ordinarily to mark the culmination of a speculative campaign. The common stock had a volume of only about 60,000 shares. Both stocks opened at new low records, the common off % and the pre-ferred off % from Wednesday's closing prices. A large Western house that was supposed to be heavily short of Steel preferred bought on the decline. It was reported to be buying through other houses besides. Buying for short account, some brokers said, constituted the principal support. Many stop orders were caught on the decline, especially in the common stock around 12. The low record price until yesterday was 121/4. It was in the preferred stock, however that the big operations were conducted the short interest in the preferred being much larger than that in

London houses, themselves and through other firms, were heavy sellers of Steel, both common and preferred. This led to a reward.

Asked what had become of the notes for more than \$4,000,000 which he had indorsed with Dresser, the witness replied that Mr. Satterlee, acting for the Sheldon syndicate, had torn them up, it being a part of the agreement that the syndicate would take up the notes. The witness a mitted that he couldn't have paid the notes, and said he never realized that he was responsible for them until Vice-President Livingston of the Trust Company of the Republic summoned him to New York and in the office of Stuvyesant Fish asked him what vival of the report that a London concern which has been heavily committed in British consols and United States Steel underwriting ffice of Stuyyesant Fish asked him what | selling Steel, they almost invariably replied | bonds. A director of the compan that everybody seemed to be selling it, and that was the literal truth. Early in the afternoon traders who had covered their short lines began to buy for a recovery, but the stock showed no rallying power whatever, and in the late trading these traders threw over their stock at a loss, causing the lowest prices to be made in the last five minutes of

"Possibly you have observed," said a broker yesterday, "that in a market such as this you hear only of the selling and nothing whatever of the buying. For every seller of Steel to-day there has been a buyer; but the buying, you will notice, has attracted no attention. This bear campaign in Steel preferred must have been based upon advance information of the trade conditions revealed to-day, and to-day your Steel preferred has had the un-usual volume of 140,000 shares. I fancy that lot of short stock has been bought back on this break.'

There was a very active borrowing demand for Steel stocks, both common and preferred. in the loan department yesterday afternoo The supply was adequate, but the extent of the transactions attracted a good deal of notice. There was also a better demand for such railroad stocks as Baltimore and Ohio, Missouri Pacific, and Pennsylvania. secret short interest, especially in the Steel stocks, was said last night to have been heavily reduced, but its shrinkage was largely offset by the increase of the professiona short interest, as disclosed in the loan crowd.

The general railroad list displayed considerable resistance. Efforts on the part of traders to depress prices in this quarter of the market were only moderately successful and would have been rewarded with even less success, no doubt, but for the special weak-ness of Missouri Pacific, which was heavily on orders that were thought to emanate from the crowd that had been bulling the stock. It was reported from the floor that the Butlers distributed celling orders aggregating something like 10,000 shares. Traders expect the Gould stocks, so called, to go with the market, it being characteristic of those who conduct the important operations in this group to stand from under when the market breaks, instead of taking stock on supporting orders. The professional element is so well aware of this policy that it does not count on support from inside sources, and governs itself accordingly. There was a good deal of bear talk on Missouri Pacific in speculative quarters last night.

The strength exhibited by Atchison, selling ex dividend 2 per cent., attracted a great deal of attention. It closed at a net loss of only % per cent., and its maximum decline was only 1/2 per cent. On transactions amounting to 2,000 shares the preferred stock made a net gain of % per cent. The preferred stock is not much traded in. It was asserted yesterday that the professional bull crowd was protecting Atchison, being long of it: but the action of the stock served, nevertheless, to support the belief that strong interests have been accumulating it for some particu-

The Lake Shore bond announcement was received with slight comment. The purposes for which the bonds are to be issued previously been discussed at length, and it was generally known that the Lake Shore was preparing to finance in this manne its holdings of Reading and other obligations.

The tape was three or four minutes behind

the market at the close of business. The financial situation at Chicago is said to be entirely free of such defects as have lately been exposed in other cities, notably Pittsburg, Baltimore and St. Louis. As to the purely speculative situation, La Salle Street is reported to be short of a few stock, without feeling extremely bearish, while commission houses are carrying compara-

STEEL SHARES FALL ON NEWS -COMMON GOES BELOW 11.

Price of Rails to Be Maintained at \$28 -- Company to Cut Off Some High Salaries-No Successor to Veryl Pres ton-Economies in Other Directions.

Official announcement was made yesterday by the United States Steel Corporation that the price of steel billets had been cut \$4 a ton to \$23 at a meeting of the steel billet pool held on Wednesday. It was also stated by a high officer of the Steel Corporation that a meeting of the steel rail pool had been held on Wednesday, but that it had been decided to maintain the price of rails at \$28 a ton. This same officer authorized the statement that there had been no readjustment as yet in the prices of other finished products in consequence of the cut in billets. It was broadly intimated that the services of a number of high salaried employees of the Steel Corporation would soon be dispensed with. The plan to effect greater economy of transportation is receiving the attention of Chairman E. H. Gary, H. C. Frick and George W. Perkins.

The steel rail pool's schedule price for rails of \$28 a ton was fixed a month ago. The reduction in the price of billets has no effect on the rail manufacturers, as they make their own billets. The members of the steel rail pool include, among others, the United States Steel Corporation and the Cambria, Pennsylvania, Colorado Fuel and Iron, Jones & Laughlin and Lackswanns Steel companies.

The announcement of the cut in the price of billets was construed very bearishly in Wall Street, being taken as a preliminary to a general reduction in the price of the various steel products. At the same time in tra.e circles it was looked upon as an excellent thing, tending to bring into the market buyers who had been holding off in expectation of a cut. On the New York Stock Exchange there was heavy selling of the shares of the United States Steel Corporation and the common and preferred stocks and the 5 per cent. bonds of the Corporation touched new low record prices. The common stock sold as low as

of the Corporation touched new low record prices. The common stock sold as low as 10%, closing at 11, or 1% points under Wednesday's closing price, while the preferred stock fell to 54%, closing at 54%, or 2% points under Wednesday's final price. The bonds fell to 66%, which was their closing price. A sale was reported of the next dividend on the common stock at 15 cents a share, practically a wager that the next dividend will be passed.

It was learned vesterday that besides the retirement of Veryl Preston as third vice-president of the United States Steel Corporation, George H. Ismon, who for years has been the Western agent of the American Steel and Wire Company, has resigned, his resignation to take effect on Jan. 1. It is understood that another man will be appointed to succeed Mr. Ismon. Mr. Preston's office will be abolished. It was reported yesterday that the retrenchment policy also contemplates the company and the American Sheet Steel Company and th solidation of the American Tin Plate Company and the American Sheet Steel Company, but it was learned authoritatively that this matter has been merely under consideration and has not been settled. A number of the subsidiary concerns of the Steel Corporation have been combined, the last such consolidation having been the merger of the Carnegie Company and the American Steel Hoop Company under the name of the Carnegie Steel Company.

Local prices for iron were 25 to 50 cents a ton lower yesterday, reflecting the westerness of the Southern pig iron markets.

NEW LAKE SHORE BONDS. \$50,000,000 in 4s Authorized-\$25,000,-000 to Pay for Reading Stock.

The directors of the Lake Shore and Michigan Southern Railway held a special meeting at the Grand Central Station yesterday and authorized the issue of \$50,000,000 of 4 per cent. twenty-five year debenture plained the purpose of the issue as follows

"No sale of the bonds has as yet been arranged, but it is probable that the proceeds from \$25,000,000 will be used to take up the notes which were issued in January last to pay for stock of the Reading Railroad. These notes, with other floating indebtedness, amount to approximately \$25,000,000.

"The rest of the bonds will be issued in blocks from time to time as we need funds for additions, improvements and betterments. It is a preparation for contin-

It was suggested in Wall Street that the proceeds from the second \$25,000,000 might proceeds from the second \$25,000,000 might be used to finance the terminal improvements of the New York Central. These will probably call for \$15,000,000 or more, and the necessity of raising money for this work has been one of the bearish arguments used in New York Central stock. A director of the company, when asked regarding this possibility, said:

"I do not think that is a part of the plan. There has been, so far as I know, no discussion along such lines. The terminal matters are in such indefinite shape that no final arrangements for their financing

matters are in such indefinite shape that no final arrangements for their financing can be made now. I do not believe, however, that the Central itself will have to issue bonds for the purpose."

In December, 1902, the Lake Shore and the Baltimore and Ohio acquired jointly a controlling interest in the Reading.

JERSEY'S RAILROAD TAX.

Increase of Valuation by the Assessors This Year of About \$5,000,000. TRENTON, N. J., Nov. 5 .- The State Board of Assessors to-day filed with the State Comptroller their assessments of railroad and canal property for the current year. There is an increase of about \$5,000,-000 in the valuations and an increase of about \$30,000 in the amount of tax the railroads will pay this year for State and local uses. The railroads are assessed in the aggregate \$226,070,690, and upon this amount they will pay \$1,574,602 in taxes. The following table gives the assessments and the amount of taxes levied against the several railroad systems:

Totals for 1902. 223,486,392 1,117,431 417,608 1,535,040 FINANCIAL NOTES.

Boxboard manufacturers met at the Fifth Avenue Hotel yesterday to complete ar-rangements for forming a selling company. The meeting will continue to-day. Samuel A. Walsh, Jr., was elected a member of the Stock Exchange yesterday, baving recently secured the seat held by his father, Sam Walsh, who has retired.

OCEAN STEAMERS.



Prinz Oskar ... Jan. 5, Feb. 27 (direct)
Furst Bismarck.Nov. 19 (via Gibraitar & Algiers)
Prinz Adalbert. Dec. 5, Jan. 80, Mar. 26 (direct)
Palatia... Dec. 8, Feb. 16 (direct)
Deutschland... Jan. 19 (direct in 8 days)
Aug. Victoria... Feb. 2 (via Madeira, Gib., Algiers)

Three of these daily trains pass westward through Omaha to Denver, Ogden, Salt Lake, Sacramento, San rancisco, Los Angeles and Portland without change. One of them, the famous electric lighted Overland Limited, less than three days Chicago to

ain in the world. A daily service of through trains between Chicago and Cedar Rapids, Des Moines, Sioux City and other points in Iowa, Nebraska, the Dakotas and the Black Hills, provide en route

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NEW HIGH MARK FOR COTTON. December Sells at 10.93-Prices React Under Heavy Selling.

Cotton rose on the local exchange yesterday to nearly 11 cents a pound. It was an excited market, with the trading on a large scale. A rout of the bears took place early in the day, with the bull leaders manipu-lating the dealings.

On heavy buying the December delivery was rushed up to 10.93 cents a pound, January to 10.83 cents, March to 10.90 cents and May to 10.92 cents. At this level large amounts of cotton came on the market, and there was a reaction from the high prices of the day. The trading was active and unsettled at the close with the total sales variously estimated at 1,300,000 to 1,500,000 bales, or close to the record figure.

The high prices of the day represented net advances, compared with Wednesday's closing prices, of from 28 to 30 points, and were equivalent to gains over night of \$1.40 to \$1.50 a bale. The reason for the advance appeared to be chiefly the operations of the different bull cliques, who have taken advantage of the Liverpool demand

taken advantage of the Liverpool demand and speculators' fears regarding the crop situation. There was talk of a cold wave again threatening the cotton belt.

On the later reaction in the market there was active bear selling, attributed to a newly formed Wall Street bear syndicate.

Eleven cent cotton, which was practically the price touched yesterday, is a high record for this season of the year, and the bears in the market were pointing to the situation as presenting a very serious problem for spinners and manufacturers under existing conditions in the dry goods market and the general reactionary tendency of trade.

HUNTINGTON AND HARRIMAN.

A Steam and Trolley Car Understanding

-Consequences as to Atchison.

For freight, passenger and general information apply at 349 Broadway, or 1 Broadway, Washington Bldg., and 287 Broadway, N. Y. City. Kuhn, Loch & Co. of this city, who are the controlling interests in the Southern Pacific Railroad, have become large owners in the Pacific Electric Railway in southern California, which is under the control of H. E. Huntington and W. Hellman. It was stated yesterday that the Southern Pacific interests will be close partners in the future with the Huntington interests in the electric systems that the latter have projected to run out from Stockton and Fresno and other points in California.

It was said yesterday by a representative of the Southern Pacific interests that tive of the Southern Pacific interests that the deal prevents any combination between Messrs. Huntington and Hellman and the Atchison, Topeka and Santa Fé Railroad Company in southern California. It is understood that, on the basis agreed to between the Southern Pacific and Huntington interests, the lines of the Southern Pacific, wherever they come into competition with the electric lines, are to work in harmony with the latter. in harmony with the latter.

MONEY AND EXCHANGE.

Money on call, 3a4½ per cent.; last loan, 4 per cent.; ruling price, 4 per cent. Time money quoted at 5 per cent. for sixty days, 5 per cent. for ninety days, 5½ per cent. for sixty days, 5 per cent. for ninety days, 5½ per cent. for five and six months. 6 per cent. for seven and eight months. Commercial paper is quoted at 6 per cent. for prime single names and bills reserved leicther names, 6½ @7 per cent.

The foreign exchange market was very weak to-day. Demand sterling, after opening at a slight advance, soon fell back to yesterday's level, and at the close was quoted at \$4.843@34.844, a loss for the day of about 15 points. It was rumored that a quantity of gold had been engaged in Europe for shipment to this country, but the report could not be confirmed. Posted rates were quoted at \$4.82 for long bills and \$4.85½ for short. Actual rates: Long bills, \$4.80½ @34.81; sight drafts, \$4.843@34.844, and cable transfers, \$4.843@34.849. Francs were quoted at 52.21½ for long, and 5.19½ for short. Reichsmarks were quoted at 94½ for long and 94 13-16 for short. Guilders were quoted at 39 15-16 for long and 40½ for short.

Domestic exchange on New York: Boston—Par. Charleston—Banks, buying, 50c. discount. San Francisco—30c. premium. St. Louis—70c. discount. Chicang—40c. discount. Chicanati—10c. discount. Minneapolis—Par. Montreal—Sight, 31½ c. premium; belegraph, 62½ c. premium. Louisville—Par to 25c. discount in open market for short and three months bills, 3½.62½ per cent. Rate of discount in open market for short and three months bills, 3½.62½ per cent. Rate of discount in open market for short and three months bills, 3½.62 premium; teleparabh, 62½ c. premium. Louisville—Par to 25c. discount. The weekly statement of the bank shows the following changes. Totil reserved decreased £1,220,000; circulation increased £30,000; bulbic deposits decreased £1,354,000; notes in reserve decreased £2,00,000.

The proportion of the Bank of England's reserve to liabilities this week is 47,30 per cent. contrasted with 4,0.60 per ce

decreased £200,000.

The proportion of the Bank of England's reserve to liabilities this week is 47.30 per cent. contrasted with 49.60 per cent. last week and compares with a decline from 46.4 per cent. to 45.4 per cent. per cent. to 45% per cent. in this week last year.

recently secured the seat held by his father, Sam Walsh, who has retired.

The directors of the Evansville and Terre Haute have made permanent the officers elected when it was recently taken over by the Frisco. B. F. Yoakum was elected president, and the executive committee consists of B. F. Yoakum, G. H. Ball, W. B. Leeds, D. G. Reid, Henry Seibert, F. S. Flower and W. H. Moore.

Two memberships on the New York Coffee Exchange have been sold for \$1,750 each. This compares with \$1,300, at which seats were selling a short time ago, and is a new high record price.

At a meeting of the trustees of the Fifth Avenue Trust Company yesterday Valentine P. Snyder, president of the National Bank of Commerce, and Cecil D. Landale, second vice-president of the trust company, were elected members of the board to fill the vacancies created by the resignation of August Belmont and Frank Tilford.



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Record Voyage, 5 Days 7 Hrs. 38 Mts.
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\*Moltke..... Nov. 7, 3 PM | Belgravia, Nov. 14, 1 PM
Deutschi'd,Nov.12,11 AM | PennsylvaniaNov21,6 AM
\*Have grill room and gymnasium on board. S. S. Deutschland to Italy.

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. Wm. II., Nov. 17, 2 PM K. Wm. II., Dec. 15, 1 PM alser... Nov. 24, 10 AM Kronprinz. Jan. 5, 7 AM ronprinz, Dec. 1, 1 PM K. Wm. II. Jan. 26, 7 AM GELRICHS & CO., 6 BROADWAY, N. Y.

AMERICAN LINE,
NEW YORK-SOUTHAMPTON-LONDON.
Phila. Nov. 7, 9:30 AM | New York Nov.21, 0:30 AM
SLIOUIS, Nov. 14, 6:30 AM | Nt. Paul, Nov. 28, 0:30 AM
SPECIAL NOTICE. Commencing November
steamers will sail on Saturdays at 0:30 A. M. instead of on Wednesdays at 10:30 A. M. instead of on Wednesdays at 10:30 A. M. as heretofore. The steamers will continue to sail on Saturdays from Soutnampton at 12 o'clock noon and
from Cherbourg at 5 P. M.

RED STAR LINE. Finland, Nov. 7, 10:30 AM | Kr'nl'd, Nov.21, 10:30 AM Vaderl'd, Nov.14,10:30 AM Zeeland, Nov.28,10:30 AM Pers 14 and 15, N. R. Office, 78 Broadway, N. Y.

JAPAN-CHINA Hawaii and Philippine Islands.

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Steamera leave San Francisco at I A. M. America Maru ... Nov. 10 | Hongkong Maru Dec. 3 Korea. ... Nov. 18 | Chira ... Dec. 12 Gaei'e. ... Nov. 25 | Doric ... Dec. 22

CANADIAN PACIFIC RAILWAY.

Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands. R. M. S. Tartar Nov. 16 R. M. S. Athenian, Dec. 14 Emp. of China Nov. 30 Emp. of India Dec. 28 Hawailan, Fiji Islands, Australia and New Zealand. 

CUNARD LINE. TO LIVERPOOL VIA Queenstown. Etruria ... Nov. 7, 7 AM | Lucania... Nov. 28, 11 AM Campania... Nov. 14, noon | Etruria... Dec. 5, 6 AM Umbria ... Nov. 21, 7AM | Campania. Dec. 12, 11 AM MEDITERRANEAN SERVICE. Carpathia, Nov. 24, 10 AM | Aurania .... Dec. 8, 10 AM Carrying cabin and atcerage passengers.
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ANCHORLINE. Glasgow and Ethopia Nov. 7. noon Furnessia Nov. 23, noon Columbia Nov. 14 8 PM Astoria Dec. 5, 10 AM First saloon, 800 to \$100.

Second cabin, \$35 and up; third class, \$25 and up.
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NEW YORK-LONDON DIRECT.
Menominee, Nov.7,8 P.M. Min'apolis, Nov.21, 7 A.M. Min't'ka, Nov.14,1:30 P.M. Minnehaha, Nov. 28, noon Only first class passengers carried.

FOR RATES, ETC., APPLY TO 1 BROADWAY. WHITE STAR LINE.

NEW YORK-QUEENSTOWN-LIVERPOOL.
Majestle ... Nov. 11, noon | Armenian Nov. 17, 3 P.M.
Celtic ... Nov. 13, noon | Oceanic ... Nov. 18, 5 A.M. Pier 48, North River. Office, 9 Broadway, New York

FALL AND WINTER RESORTS. NOTE THE PROPERTY OF THE PROPE

Autumn is fraught with all the joyousness of spring" At Hotel Chamberlin, Old Point Comfort, Va.

The situation, as well as the appointments of this famous hostery is peculiarly conductive to recreation and enjoyment at this season. Cuisine and service of unsurpassed excellence.

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FINANCIAL.

,000 Shares PHARMACEUTICAL CO. Stock.

(\$10 par). Selling for 70%. Will sell either part or whole. BROKER or INDIVIDUAL. THE BURROWS-TAYLOR CO., 112 William St.

Boston Capitalists See B. R. T. System. President Winter, Vice-President Calderwood and General Manager Dow S. Smith, of the Brooklyn Rapid Transit Company yesterday entertained six Boston capitalists in a trip over the company's system in Brooklyn. The purpose of the visit and trip was said, unofficially, to be the issuance of another block of the \$150,000,000 of bonds authorized some time ago, of which only \$5,000,000 have been issued. The Boston capitalists were taken over the property to inspect it for possible investment.

RAILROADS.

## ennsylvania

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORT-LANDT STREETS. Cortland: Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7.35 A. M.—FAST MAIL.—Parior, Sleeping and Dining Care. For Chicago Indianapolis and Louisville. Dulayille.

9.55 A. M.—ST. LOUIS LIMITED.—Pullman Sleeping. Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

10:25 A. M.—PENNSYLVANIA LIMITED.—Pullman Sleeping. Dining. Smoking and Observation Compartment Cars. For Chicago Cleveland. Toledo and Detroit.

1.35 P. M.—CHICAGO AND ST.LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

--For Toledo, Nasnylile (Va Cincinnati and Louisville). Indianapolis, Chicago, St. Louis. Dining
Car.
4:55 P. M.—CHICAGO LIMITED.—Pullman Sleeping. Smoking and Observation Cars. For Chicago. Toledo and Cleveland. Dining Car.
5:55 P. M.—ST. LOUIS EXPRESS.—For Pittaburg.
Cincinnati, Indianapolis, Louisville, St. LouisDining Car. For Gary, W. Va. (via Shenandoah Valley Route.)
5:55 P. M.—WESTERN EXPRESS.—For Chicago.
For Toledo, except Saturday. Dining Car.
7:55 P. M.—PACIFIC EXPRESS.—For Pittaburg,
and Chicago. For Rnoxville daily, via Shenandoah Valley Route. Connects for Cleveland.
except Saturday. Cleveland. Cincinnati,
indianapolis and St. Louis.

WASHINGTON AND THE SOUTH.
7:55, 8-25, 9-25, 9-10:10 (Desbrosses and Cortlandt
Streets, 10:20). 10:55 a. m., 12:55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3:25 "Congrossional Limited," all Parlor and Dining Cars),
3:25, 4:25, 4:25, 10:25 p. m., 12:10 night. Sur3:25, 4:25, 4:25, 10:25 Desbrosses and Cortlandt Streets,
3:15, 9:25 Desbrosses and Cortlandt Cars),
3:25, 4:25, 5:25 (Desbrosses and Cortlandt Streets,
3:25, 4:25, 5:25 (Desbrosses and Cortlandt Streets,
3:25, 5:25, 5:25, 6:25, 5:25 (Desbrosses and Cortlandt Streets,
3:25, 5:25, 5:25, 6:25

\*\*Silb., 9:35 p. m., 12:10 night.

SOUTHERN HAILWAY.—Express, 4:25 p. m., 12:10 night daily.

ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Oricans, 3:25 p. m. daily.

CHESAPPARE AND OHIO RAILWAY.—7:35 a. m. week-days and 4:35 p. m. daily.

POR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 8:35 p. m. daily.

ATLANTIC CITY.—9:36 a. m. and 2:35 p. m. week-days. Sundays, 7:35 a. m. and 2:35 p. m. week-days. Sundays. Parior Smoking Car. Parior Cars, Dining Car and Standard Coaches on week-days. Parior Smoking Car. Parior Cars, Dining Car and Standard Coaches on Sundays.

FOR points on New York and Long Branch Railroad from West Twenty-third Street Station). 8:35 a. m., 12:10, 8:25, 4:10 and 4:35 p. m. week-days. Sundays, 9:25 a. m. and 4:35 p. m. week-days. Sundays, 9:25 a. m. and 4:35 p. m. week-days. Sundays, 0:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, 7:35, 7:35, 8:26, 8:36, 8:36, 9:24 (9:35 St. Louis Limited), 9:00 a. m., 12:20, 3:40, 4:20 and 5:10 p. m. week-days. Sundays, 0:45 a. m., 5:00 p. m.

12:20, 3:40, 4:20 and 5:10 p. m. week-days. Sundays, 0:45 a. m., 5:00 p. m.

12:20, 1:35, 2:10 (Desbrosses and Corilandt Streets), 9:00 a. m., 12:20, 10:26 (Penna. Linited), 9:055, 11:55, a. m.

12:25, 1:35, 2:10 (Desbrosses and Corilandt Streets), 9:55 (St. I.Jouis Limited), 9:055, 10:35, 12:55, 8:25, 8:25, 8:25, 8:25, 9:25, 9:25, 9:25, 9:55 (St. I.Jouis Limited), 9:055, 0:55, 1:55, 3:26, 8:26, 8:25, 9:25,

(4:55 Chicago Limited for Germantown J.C. only), 4:35, 4:36, 7:36, 8:25, 8:36, 9:25 p. m., 12:10 night.

Dining car.

Ticket offices, Nos. 461, 1354, 113 and 261 Broadway: 182 Fifth avenue (below 23d St.); 233 Fifth Avenue (corner 29th St.); 1. Astor House, and stations named above: Brooklyn, 4. Court Street, 880 Futton Street, 890 Broadway, and Pennayivania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination. tion.
Telephone "914 Eighteenth Street" for Pennsylvania Railroad Cab Service.
W. W. ATTERBURY.
Gen. Manager.
GEO. W. BOYD.
General Passenger Agent.
10-8-1903.

LEHICH VALLEY.
Foot of West 23d A. Cortlandt and Desbrosses Bts. B.
Daily, † Except Sunday. Sunday changes; diz.45.
e4.00. p5.25. zb.45

THE HIVFALO TRAIS

Tickers and Fullman accommodations ac 167, 281, 280, 283, 1234 and 1254 Broadway, 183 bth Ave., 26 Union Square West, 245 Columbus Ave., N. Y. 1860 Fulton St., 1:4 Cours St., 180 Roadway, and Ft. Fulton St., 1:rooklyn.

N. Y. Transfer Co. will call for and check baggage.

STEAMBOATS

BOSTON AND POINTS IN

PAIL RIVER LINE, via Newport and Fail River.

Leave Pier 19, N. R., foot of Warran St., week days
only at 500 P. M. Steamers PRISOILLA and
PLUITAN. Orobostra on each.
STONINGTON LINE, via Stonlington. Live. Pier
40, N. R., foot Clarkson St., week days only at 600
P. M. Stis, MAINT and NRW HAMPSHIRE.

NORWICH LINE, via New London. Leave Pier
40, N. R., foot of Clarkson St., week days only at
7.30 P. M. Steamers CITY OF LOWELL and
OUTT OF WORDESTER.

NEW HAVEN LINE for New Haven, Hartford
Springfield and the North. Leave Pier 40, N. R.
foot of Clarkson St., week days only at
1001 of Clarkson St., week days only at
Steamer RICHARD FECK.

PEOPLES LINE

FOR ALBANY. ADIRONDACK OR DEAN RICHMOND leaves Pier 32, N. R., foot Canal St., at 6 P. M. week days, connecting with trains (Sunday included) for points North, East and West. Excursion, \$2.50.

JOY ONLY \$1.50 NEW YORK TO PROVIDENCE.

Past elegant steamers leave New York
every week day at 6 P. M. from Pier 35,
East River, foot Catharine at. "Phone 800 Orchard.

TROY LINE "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pier daily 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany.

Catskill, Hudson and Coxsackie. Boats every week day at Six P. M. from Pier 43, North River.

AUTUMN RESORTS.

NEW JERSEY. Lakewood.

The Lakewood Hotel, LAKEWOOD, N. J.

The Leading Hotel of Lakewood.

OPENS NOV. 14th.

Since last season an indoor Tennis Court and a Squash Court have been built adjoining the hotel, and will be ready for play at the opening of the season. NEW YORK OFFICE. TELEPHONE

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Hotel Dennis, ATLANTIC CITY, N. J. Directly facing the Ocean. Hot and cold sea water in private baths. Golf Links privileges. Information and booklets, 1.394 Broadway. WALTER J. BUZBY.

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representing the following Hotels: Hotel Dennis Hotel Brighton, Haddon Hall, Hotel St. Charles Young's Hotel, The Wittshire, Mariborough House The Duniop, Hotel Seaside, The Rudoif, The Chal fonte, Hotel Traymore, New Strand Hotel, Galei Hall, The Islesworth, Garden Hotel, Hotel Raleigh MARLBOROUGH HOUSE.

1364 Broadway, above 36th Street.

See to-day's adv. in Tribune. NEW TORK. Long Island.

ARDEN CITY HOTEL OPEN UNTIL JANUARY.

A High-Class Medern Hotel in an Ideal Fall Resort only 18 Miles from New York. J. J. LANNIN Prop., Gerden City, L. L.

THE FOUR-TRACK TRUNK LINE.

THE FOUR-TRACK TRUNK LINE.

VIA NISGATA PAILS

Trains arrive at and depart from Grand Central Station, 42d Street, New York, as below:

North and west bound trains, except those leaving at 8:30, 11:30 A. M., 2'45, 8:30, 8:15, 11:30 P. M. will stop at 125th street to receive passengers than minutes after leaving Grand Central Station.

12.10 A. M.—SMIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.

7.54 A. M.—STRACUSE LOCAL—Stope at all important stations.

8.30 A. M.—EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:45, Niagara Falls 5:31 P. M.

A. M.—EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 7:10, Nagara Falls 8:07, A. M.—10AY EXPRESS.—Makes local stops. Due Buffalo 1:15 A. M.

11.30 A. M.—10CAL EXPRESS.—Por Albany and Troy. Local stops.

12.50 P. M.—SOUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 11:30 A. M.—10CAL EXPRESS.—Por Albany and Troy. Local stops.

1.00 P. M.—SOUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 11:30 A. M.—10CAL EXPRESS.—Por Albany and Troy Local stops.

1.00 P. M.—SOUTHWESTERN LIMITED.—Due Gincinnati 10:30, Indianapolis 11:30 A. M.—10CAL EXPRESS.—Por Albany and Troy P. M.—"CHICAGO LIMITED.—24 bours to Chicago via Lake Shore. 244 via M. C. P. M.—"The 20th CENTURY LIMITED—25 chour train to Chicago via Lake Shore. Limited P.—20 hour train to Chicago via Lake Shore. Local stops.

1.00 P. M.—"CHICAGO LIMITED.—2814—hour train to Chicago. All Pullman cars Due Cleveland 7:05 A. M., Cincinnati, 1:30, Indianapolis 3:10, Chicago 4:30, St. Louis 9:45 P. M.—VENTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C. P. M.—"VENTERN EXPRESS.—Via D. & H. or Rutland.

1.00 P. M.—"ONTREAL EXPRESS.—Via D. & H. or Rutland.

1.01 P. M.—"SPECIAL MAIL LIMITED.—Siecping car only for Rochester.

1.02 P. M.—"ONTREAL EXPRESS.—Chicago 24 hours by M. C. 33 hours by L. S. P. M.—"SOUTHWESTERN SPECIAL.

1.01 P. M.—"SOUTHWESTERN SPECIAL.

1.02 P. M.—"SOUTHWESTERN SPECIAL.

1.03 P. M.—"SOUTHWESTERN SPECIAL.

1.04 P. M.—"SPECIAL MAIL LIMITED.—Siecping ca P. M.—\*PACIFIC EXPRESS.—Chicago 34
hours by M. C. 33 hours by L. S.
P. M.—\*CHICAGO THEATRE TRAIN.—
Watertown, Ogdensburg, Buffalo. Detroit, Chicago and St. Louis.
\*\*IExcept Sunday, \*\*IExcept Monday.
\*\*HARLEM DIVISION. 9.30

.Dally HARLEM DIVISION.

9:08 A. M. and 3 85 P. M. dally except Sunday, to Pittsfield and North Adams; Sundays at 9:30 A. M. Pullman cars on all through trains. Trains illuminated with Pintsch light. Ticket offices at 167, 261, 415 and 1216 Broadway, 5 Union 3q. W. 275 Columbus av. 275 West 128th st. Grand Central and 125th st. stations, New York: U. Grand Central and 125th st. stations, New York: The Carlot of Pitton st., and 106 Broadway, Brooklyn. Telephone "900 38th Street" for New York Central Cab Service. Baggage checked from hotel of esidence by Westcott Express Company. NEW YORK CENTRAL ROUTE

11.30

BETWEEN NEW YORK AND BOSTON. Via Springfield and the BOSTON AND ALBANY RAILROAD. Trains leave 19:02 A. M., 112:00 noon, \*4:00 P. M. \*11:00 P. M.
Tickets at New York Central ticket offices, 167,
115 and 1216 Broadway, and at Grand Central Station.
A. H. SMITH. GEORGE H. DANIELS,
Gen'l Manager. Gen'l Pass'r Agent.

WEST SHORE R. R.

(New York Central & Hudson River R. R., Lessee)
Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st. N. R.
\*7700 A.M.—For intermediate points to Albany.
\*11300 P.M.—Cont.Lim., for Detroit, Chi. & St. Louis
\*2:25 P.M.—Cont.Lim., for Detroit, Chi. & St. Louis
\*2:45 P.M.—Cont.Lim., for Detroit, Chi. & St. Louis
\*3:45 P.M.—Coft.Lim., for Detroit & St. Louis
\*3:45 P.M.—Coft. Buffalo, Clevid & Chicago.
\*8:00 P.M.—For Roch., Buffalo, Clevid & Chicago.
\*8:00 P.M.—For Syra, Roch., Niag. Falis, Det. & Chi.
\*Daily. IDaily except Sunday, Leave Brook.
\*19 Daily except Sunday, Leave Brook.
\*19 Daily except Sunday, Leave Brook.
\*10 Daily except Sunday, Leave Brook.
\*11 Daily except Sunday, Leave Brook.
\*12 Daily except Sunday, Leave Brook.
\*13 Daily except Sunday, Leave Brook.
\*14 Daily except Sunday, Leave.
\*15 Daily except Sunday, Leave.
\*16 Daily except Sunday, Leave.
\*17 Daily except Sunday, Leave.
\*18 Daily except Sunday.

New York and Boston All Rail.

N. Y., N. H. & H. R. R. and connections.

From Grand Central Station.

Leave.

By way of.

48:00 A.M. Hartford and Willimantic.

9:02 A.M. Springfield and Worcester.

10:00 A.M., "New London and Providence, 2:00 P.M.

10:00 A.M., "New London and Providence, 2:00 P.M.

10:00 A.M., "New London and Providence, 2:00 P.M.

1:00 P.M., "Thew London and Providence, 2:00 P.M.

1:00 P.M., "New London and Providence, 7:00 P.M.

1:00 P.M., "New London and Providence, 7:00 P.M.

3:00 P.M. "New London and Providence, 7:00 P.M.

3:00 P.M. "New London and Providence, 8:00 P.M.

4:00 P.M. "Springfield and Worcester, 10:00 P.M.

4:00 P.M. "Springfield and Worcester, 10:00 P.M.

1:00 P.M. "Springfield and Worcester, 10:00 P.M.

1:00 P.M. "Springfield and Worcester, 10:00 P.M.

1:00 P.M. "New London and Providence, 6:37 A.M.

1:00 P.M. "New London and Providence, 6:37 A.M.

"Dally, including Sunday. (Stops at 125th st.

1:Five-Hour Limited, all parlor cars; fare, New York and Boston, 37, including parlor cars; fare, New York and Boston, 37, including parlor cars; fare, New York and Boston, 37, including parlor cars; fare, New York and Boston, 37, including parlor cars; fare, New York and Springfield and Boston, 37, including parlor cars; fare, New York and Boston, 37, including parlor cars; fare, New York and Boston, 37, including parlor cars; fare, New York and Review Sunday Station, New York Review Station, New York

Return service same hours and by same route C. T. HEMSTEAD, Gen. Pass. Agt READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry. (Time from South Ferry five minutes earlier than shown below.) EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:18 Easton only), 9:10 A. M., 1:20, 4:40, 5:00 (6:48 Easton only) P. M. Sundays, 24:25 A. M., 1:00, 5:30 P. M. WILKESHARRE AND SCRANTON—24:00, 9:10 A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00

P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT—8:00, \*9:40 A. M., 1:30,
(3:40, 4:30, Lakewood and Lakehurst only),
5:00 P. M. Sundays, 9:40 A. M.
ATLANTIC CITY—\*9:40 A. M., 13:40 P. M.
VINELAND AND BREDGETON—†24:00 A. M.,
11:30 P. M. 11:30 P. M.
ONG BRANCH. ASHURY PARK. OCEAN
GROVE. POINT PLEASANT AND SEASEIORE POINTS—24:00, 8:30, 11:30 A. M.,
8:53, 4:46, 5:30, 6:30 (11:50 Ashury Park only)
P. M. Sundays, except Ocean Grove, 9:30 A. M.,
6:00 P. M. 8:53, 4:46, 5:30, 6:30 (11:50 Asbury Park Only)
P. M. Sundays, except Ocean Grove, 9:30-A. M.,
4:00 P. M.
PHHADELPHIA — READING TERMINAL —
\*4:25, 77:00, 18:00, 9:00, 110:00, 11:00 A. M., 112:03,
9:100, 9:130, 12:00, 13:00, 2:00, 15:00, 17:30,
9:00 P. M., 12:15 Mdt.
24TH AND CHESTNUT STREETS—44:26 18:30,
\*10:30, \*11:45 A. M., \*1:06, 1\*3:40, \*5:00, \*7:00, 18:28
P. M., \*12:15 Mdt.
READING, HARRISBURG, POTTSVILLE AND
WILLIAMSPORT—14:00, 24:25, 18:50, 19:010
(10:00, 11:00 A. M. Reading only), 18:100, 19:120,
12:00 P. M. Reading, Pottsville and Harrisburg
only, \*1:00, 15:00 P. M.
2From Liberty Street only, \*Dally, \*Dally,
steept Sunday, \*Sunday only, \*Parlor cars only,
NIA Tamagua, \*Sunday only, \*Parlor cars only,
NIA Tamagua, \*Sunday only, \*1:20 Parlor cars only,
NIA Tamagua, \*Sunday only, \*1:25 Parlor cars only,
NIA Tamagua, \*No, \*1:35 Parlor cars only,
NIA Tamagua, \*1:

ROYAL BLUE LINE.

MORE AND OHIO R. B.

Balto.-Washington. 19:25 AM 18:30 AM Buffet
Balto.-Washington. 19:25 AM 18:30 AM Buffet
Balto.-Washington. 19:25 AM 11:35 AM Diner
Balto.-Washington. 19:25 AM 11:35 AM Diner
Balto.-Washington. 12:35 PM 11:35 AM Diner
Balto.-Washington. 12:35 PM 6:30 PM Diner
Balto.-Washington. 6:35 PM 6:500 PM Diner
Balto.-Washington. 6:35 PM 7:300 PM Buffet
Balto.-Washington. 12:30 nt. 12:15 nt. Sleepers
Dally. 1Dally, except Sunday. 4Sunday only.
Offices: Liberty St. Verry South Forry, 6 Astor
House, 167, 261, 434, 1.20, 1354 Broadway, 182 Fifth
Av., 25 Union Square West, 158 East 12th St., 278
West 125th St., 245 Columbus Av., New York, 4
Court St., 844, 880 Fulton St., Brooklyn, 300 Broadway, Williamsburg. New York Transfer Co. calls for and checks baggage to destination.

Lv. New York City, South Ferry. Liberty St.
Chicago, Pittsburg. "1210 nt. "1216 nt.
Chicago, Columbus." 1255 pm. "1200 pm. Diner
Pittsburg. Cleveland "2355 pm. "1200 pm. Lim'd
"Pittsburg Limited!" "625 pm. "730 pm. Buffet
Cincinnant, St. Louis" 1210 nt. "1216 nt. Sleeper
Cincinnant, St. Louis" 1220 am. "1303 am. Diner
Cincinnant, St. Louis" 1255 pm. "730 pm. Buffet
Norfolk "1235 pm. 1730 pm. Buffet
Norfolk 12255 pm. 1730 pm. Diner
"Dally 'Daily, except Sunday. Sunday only."
Offices: 167, 261, 434, 1300 Broadway, 6 Astor
House, 25 Union Square W. 291 Grand St., N. Y.
818 Fulton Street, Broadlyn; South Ferry and
Liberty Street. Baggago checked from hotel
or residence to destination.

Lackawanna Railroad. Leave New York, foot Barclay and Christopher Sta-18:00 A. M.—For Binghamton and Syracuse. 10:00 A. M.—For Buffalo, Chicago and St. Louis. 11:40 P. M.—For Buffalo and Chicago. 14:00 P. M.—For Surandon and Plymouth. 6:10 P. M.—For Buffalo and Chicago. 8:48 P. M.—Utica, Oswego, Ithaca, Buffalo. 2:200 A. M.—For Chicago—Sleepers open 9 P. M. Tickets 167, 429, 11:38 Broadway, N. Y.; 338 Fulton st., Brooklyn. \*Dally. †Except Sunday.

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**Florida**south

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